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The Director of Central Intelligence

Washington, D.C. 20505

National Intelligence Council

NIC No. 02736-85
28 May 1985

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MEMORANDUM FOR: Director of Central Intelligence
Deputy Director of Central Intelligence

FROM:

Assistant National Intelligence Officer
for Europe

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SUBJECT: Berlin Air Corridors: Interagency Group Meeting,
28 May 1985

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1. [] DDI/EURA and I found a distressing slippage in interagency agreement on US-proposed demonstration flights in Berlin air corridor. This meeting was clearly preoccupied with differences in Washington--whereas the previous sessions worried about Allied lack of support for the idea.

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2. The primary objections came from JCS representatives who, among other things;

- raised unsettled issues, especially the lack of a clear statement of US goals and objectives,
- tried new--and spurious--agenda items, like a need for detailed justifications for our demands in negotiating air approach space,
- required a thorough policy contingency plan before approving the Bonn group's detailed contingency plan for the conduct of demonstration flights. (JCS argued that approval would imply support for the flights--a position which State strongly rebutted.)

Once during the meeting a JCS representative voiced the position that the issues be settled in a "paper charade" on technical issues in the BASC. Others also "unofficially quoted" General Rogers SACEUR as saying that, since the Soviets are talking with the Allies in the BASC and unilateral

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Soviet reservations have fallen off in number and scope in 1985, there is no need for demonstration flights. SACEUR also argued against the project because the allies have no contingency plans. (And of course, they will not unless we lead the effort.)

3. State--with Deputy Assistant Secretary Niles chairing--argued that OSD had approved the military contingency plan and that JCS approval is the next major step in the process we should be taking. In particular, Niles asked for JCS approval before next Tuesday when Secretary Schultz leaves for the NATO ministerial in Portugal. (The JCS reps were silent at this proposal but, given the deadline and necessity of coordinating with unenthusiastic field commanders, we doubt approval will be forthcoming by that time.)

4 Niles also reviewed the status of papers assigned previously on legal questions, public diplomacy options, probable Soviet reactions and policy goals. (Drafts for all but the last are completed and ready for review and comment. State will complete the policy goals paper soon.)

5. Ty Cobb of the NSC took several positions which suggest an urgency in holding lagging demonstration flights soon. He argued that chances of getting agreement in Washington and among the Allies was remote and that the President, in any event, had only approved proposals to broach the idea with the Allies. (Previously Deputy Secretary Burt had informed us that the President had approved the flights--not just the idea of discussing them with London and Paris.) Ty Cobb stressed that an actual flight would require a new Presidential decision in trying to deflect JCS concerns that their military contingency plan would be taken as another automatic step toward demonstration flights.

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6. The bottom line is--there isn't one. There will be more meetings perhaps as soon as 3 June. But there may have to be discussions by the NSC principals to break the log jams before they set hard and fast. The risk that the Allies will use the divergent views in Washington is already large and growing.

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